

The National *Falcon* News



Tom and Pat Boscher
Mitchell, Indiana



1966 Falcon Sport Coupe

September 2008

Cover: Tom and Pat Boscher

Tom and Pat Boscher of Mitchell, Indiana took a month-long cruise on Route 66. *The National Falcon News* began running Tom's account in the May 2008 issue. Follow the final installment beginning on page 3.

Do you have a photo of your Falcon that you think should be on the cover? Send it to the Editor at the address on page 6.

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The National *Falcon* News

September 2008

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This is the final Part Four of Tom and Pat Boscher's excellent adventure touring Route 66 in their '66 Falcon. You will be planning your own Falcon road trip by the time you finish reading this!

OCTOBER 19



This is the view heading east from Fallon, Nevada. Between towns this is pretty much what you see. We took the state's word that a town was down the road because there was generally no hint of civilization between the horizon and us.



The Shoe Tree is east of Fallon and west of Austin. Legend says newlyweds had an argument on their wedding night. One of them tied the other's shoes together by the laces and threw them into the tree. They eventually made up. The other reciprocated the shoe-tossing favor. Looks like a few others have joined in.

We had planned to spend Thursday night in Austin, Nevada. We Googled Austin and were led to a web page that showed Austin to be a thriving metropolis. We called a high school classmate who had been a casino manager in Reno and knew more about Nevada than we did. Bill said we should recon-

sider staying in Austin. We discovered that we searched for Austin, Texas, not Nevada. Slightly different cityscapes. We passed on the Austin Motel, below.



We did enjoy pie and coffee at the Austin Coffee Cafe, along with the local colorful characters..



Like our town of Mitchell, Indiana, Eureka has renovated their Opera House. The playbills in the windows offered everything from classical to country music; comedies to musicals.



Heading east into Utah we were able to survey the road easily. Down the the hills near Baker, straight across the valley floor for 21 miles and up the first mountains in Utah. We could see the entire length—straight as an arrow.

We drove over the first set of mountains and found ourselves in an electric free zone. We saw no house lights, no farm yard lights and no street lights. When we saw no cars or trucks coming from either direction we pulled over to look up into God's sky. The moon was nearly full and obscured many stars, but we envisioned the multitude of stars from the hundreds of thousands that we did see that night. Truly a beautiful thing.

By the way, Nevada, the truly loneliest highway is the stretch from Baker, Nevada, to Delta, Utah, 83 miles of nothing. Not a light. Exceptionally few vehicles in either direction.

OCTOBER 20

Today was the passage from Fillmore, Utah to Grand Junction, Colorado. East on 50 we found this old garage/filling station as we headed toward Salina and breakfast.



There doesn't seem to be anyone in town with adequate funds to restore

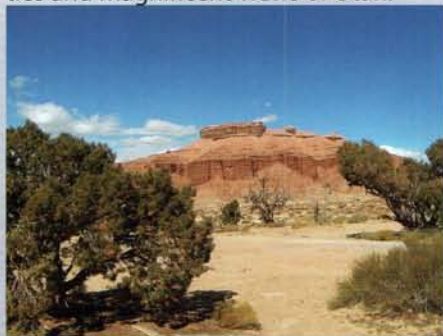
—Continued on page 4

this garage or the nearby gas station—more of American heritage going away. If you can spare time, spend the dime to make a trip on America's back roads. You will enjoy the ride.



We had breakfast in Salina. Mom's special: two pork chops, two biscuits with gravy, real hash browns and sourdough toast for \$10. We shared and still couldn't completely finish it—no wonder the football players at Utah colleges are so big. Just south of Fillmore is the oldest government building in Utah and many restaurant choices. I wonder what breakfast we missed, what other sites we didn't see. That's one of the great things about this trip. America is so large, with so much history; even a month is just not long enough. As we headed toward Green River, we saw two prominent signs; the first, "No services for 103 miles"; then "No services for 102 miles."

We had thought Route 50 in Nevada and Western Utah was lonely! There are rest areas with sanitary facilities and magnificent views of Utah.



Several amazing views come with the restroom facilities, the Falcon ran great and we saw no one else in need of assistance. If you travel this route, be sure you have enough gas to go at least 103 miles. There wasn't much truck traffic, but several of the trucks we did see were triple-headers, three trailers pulled by one tractor. After driving day after day, I have a new found respect for over-the-road truckers. It's not as easy as I thought. Fun but hard work just the same.

The views were as spectacular as they were numerous. If we had stopped for them all, the 103 miles would have taken more than a day, all breathtaking in every aspect.

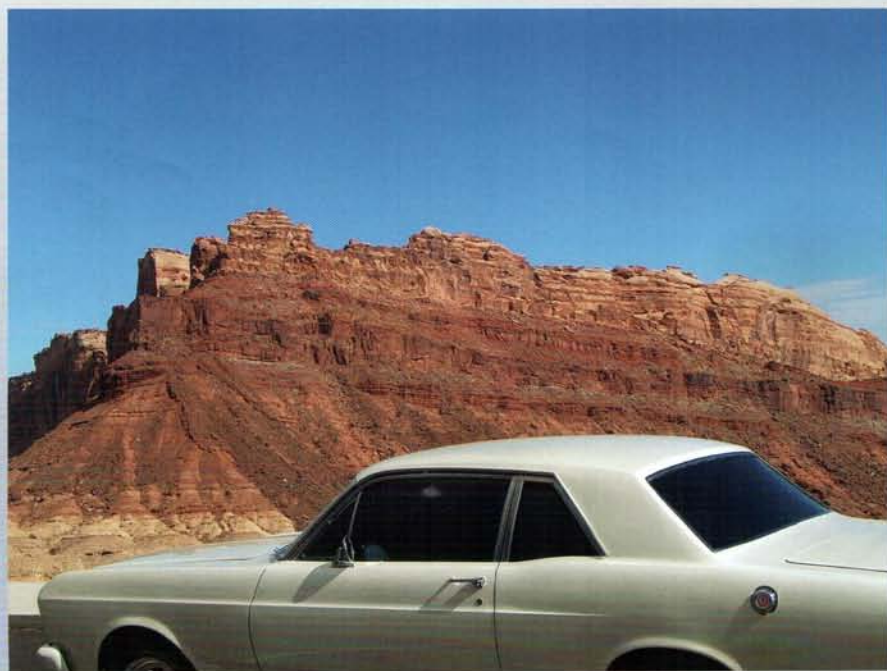


We were racing a storm to our motel in Grand Junction. We didn't get any rain nor snow until after arriving in Grand Junction, Colorado. The forecast called for snow in the higher elevations north of Grand Junction. The Falcon does not want to run in the snow and would not take kindly to chains for passage over the summits.

OCTOBER 21

We prepared to leave Grand Junction. The weather was wet and cool; snow, cold in the higher elevations north of town; chains required on all commercial vehicles, not mandated for private vehicles. We hope there won't

—Continued on page 16



President's Message

On behalf of the entire Falcon Club of America Membership, I would like to thank the Founders Chapter, the Mid America Chapter, the Wheat State Chapter, the Sooner State Chapter and the Gateway Chapter for hosting a great National Convention. I think it is safe to say the 29th National Convention was a huge success with 256 registered for the event and 180 beautiful Falcons on the show field. We really enjoyed our visit to Springfield and seeing our many Falcon friends.

James and I would like to thank everyone for their continued support with our re-election to office. I would like to thank Frank Bell for his five years of service as a member of the Board of Directors.

I would also like to welcome and congratulate Dave Wagner as our newest member of the Board of Directors. Congratulations to Pam Dinzebach and Bill Poole on their re-appointment and acceptance to their positions of Treasurer and Recording Secretary. Please join me in welcoming Wally Till as our new Internet Director and Jeff Thomas as our Assistant Internet Director.

In 2001 the Falcon Club of America by-laws were amended to add Standard National Convention Categories and Class Guidelines. These Guidelines have been successfully used and tested for the past seven years and, as with any change, will need review and possibly adjustment. I have commissioned a team of long time Falcon Club of America members to review these Guidelines and look for areas of opportunity for improvement. This team will make recommendations to the Board of Directors. Team members are Steve Springer, Dave Wagner, and Team Leader James Baxter.

The Carolinas Chapter is hosting their 8th Regional Meet in Kannapolis, NC. on September 26–27. Please join us there for a fun filled weekend. Thanks to the Pacific Region Chapters, Metro Detroit Chapter and the Northeast Chapters for hosting successful Regional Meets in August.

Mark your calendar for July 16–18, 2009 to join us in the "Dash to Dover" for the 30th Annual National Convention of the Falcon Club of America.

Remember, "Take A Kid To A Car Show."

Chuck and Carolyn

Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter
Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter
Louisville, KY
2nd Sat. each month at
4:30 PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter
South Carolina
3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon.—7 PM
Holiday Inn Express Hotel,
2491 Wonder Drive, (Exit
60- I-85) Kannapolis, N.C.
(704) 736-1920

Central California
Falcons
Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539
Fresno, CA
3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave.
7:00 PM
559-322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat — monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun—monthly
(636) 677-4670

Golden Gate Chapter
San Francisco, CA
2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter
Michigan
3rd Sun.—bimonthly
(313)980-1868

Hoosier Chapter
Indiana
1st Sun—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter
Detroit, MI
1st Sun—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter
Kansas City
1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter
Denver, CO
3rd Fri.—m onthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter
New England
3rd Saturday —monthly
northeastfalconchapter.com
(952) 334-1654

NE Texas Chapter
Gladedwater, TX
2nd Sat. monthly
(903) 759-6850

Northland Chapter
Minneapolis, MN
2nd Sat odd months
(952) 334-1654

River City Chapter
Sacramento, CA
2nd Tue—monthly
(916) 784-2443

So-Cal Falcons
Burbank, CA
2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons
Oklahoma City
3rd Sat.—monthly
(405) 205-3497

Sonoma County
Santa Rosa, CA
1st Thurs.—monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.—monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club
Roanoke, VA
Monthly meetings
Call for date/location.
540-254-1515

Virginia Falcons
Richmond, VA
2nd Sun. even months
(804) 739-1615

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

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57ray@pacbell.net

WEB SITE

www.falconclub.com

Classified Advertising

Falcons For Sale



1968 Falcon, \$5800. Restored six cyl., 200 cu. in., four door, black interior, blue/green exterior. Stored in garage, no rust. Only three owners, have all records and manual. Clean, clean, clean! Diane, 773-410-9923 or send email to d_s_60618@yahoo.com. IL.

1968 Falcon Futura Deluxe wagon. California car, 289 cu. in., automatic, factory air (not charged). Front disk brakes, roof rack, dual tailgate with electric rear window. Original interior, newer paint, new rims and tires. Runs great. Lots of parts. Past Feature Falcon. \$10,000 OBO.

Email for photos, Bryan, sawtellefab4@verizon.net or 805-934-4408. CA.



1966 Falcon Ranchero. Restored complete. Bright Red. Bucket seats. Power windows and door locks. Air Conditioning. New dual muffler system. New MP3 CD, AM, FM Radio. Stock 289 engine. New Tires. Excellent condition. No rust! E-mail pictures, billydee@rascal.cc Asking \$12,000. or OBO. Located in Grants Pass, OR.



1966 four door, 200-6 cyl. automatic, air, power steering, 79,000 actual miles. New turquoise and white paint, new seat covers, carpet, trunk mat, dash pad, alternator, fuel pump, brakes, shocks, plugs, points and so forth. Excellent tires, never any rust, very nice and ready to go. \$4,950. Ezra Wingfield, 501-316-0997 or 501-249-4488. AR.

1966 Ford Falcon Ranchero. 200, 6 cylinder engine, three speed transmission.

—Continued on page 9

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastnn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

2009 Dash to Delaware

Now that you all have had a few moments to recover from your trip to Missouri, it's time to start planning your "Dash To Dover" for the 2009 Falcon Nationals! The Mason Dixon Chapter will be hosting the upcoming National Meet. The dates are: July 16, 17, and 18, 2009. The host hotel is the Sheraton Dover Hotel. Their phone number is 302-674-9170. The room rate for The Falcon Club is \$109. And your contact for any questions is me, Mike Garrett, available at (301)916-3323 and msgarrett35@msn.com.

With all that out in the open, I want to tell you what will be coming your way in future Falcon News magazines. We have many things planned for the "Dash to Dover" weekend, including an afternoon at the Dover Air Force Base Museum, tours of the area around Dover including outlet malls (remember—no sales tax in Delaware!) a morning at The Monster Mile at Dover International Speedway, as well as all the usual FCA National activities and all the usual Mason Dixon Chapter highlights. We will be writing about all of these over the next twelve months. So stay tuned!

For all the ladies in the Falcon Club, especially those of you who long for something different at a National Convention in addition to great cars, great people, great food, and all those great looking guys...

I want to remind you that this will be the 30th anniversary Convention, which is known as the Diamond Anniversary in New Speak, and Delaware is known as the Diamond State. You just need to keep these Diamond ideas in mind as you consider what sort of raffles we will have in Dover for 2009. More hints to come!!

Mike Garrett (FCA #9256)

El Presidente

Mason Dixon Chapter



Letter to the Editor

This is a response to Barney Gaylord's article in the March FCA magazine, "Electronic Ignition Conversion," on page 8.

First, I have seen many ads extolling the virtues of these units, and I would like to see a compilation of information from car owners who have installed them, regarding their results and opinions.

Like Mr. Gaylord, I have always relied on stock distributor points in my three 1964 Falcons (the Ranchero is way over 250,000 miles) and had only one serious malfunction. While on a vacation trip, and 1300 miles from home, the new, foreign-made points shorted out, and refusing to believe that new points could go bad so soon, I bought a new carburetor before recognizing the problem. Now I buy only Blue Streak points.

My driving experiences (I have owned only 1964 Falcons since 1978) indicate that a set of points of high quality and correctly adjusted will give good service for several years, and when they begin to fail, this will be predicted by a high-speed (about 85 mph) erratic miss.

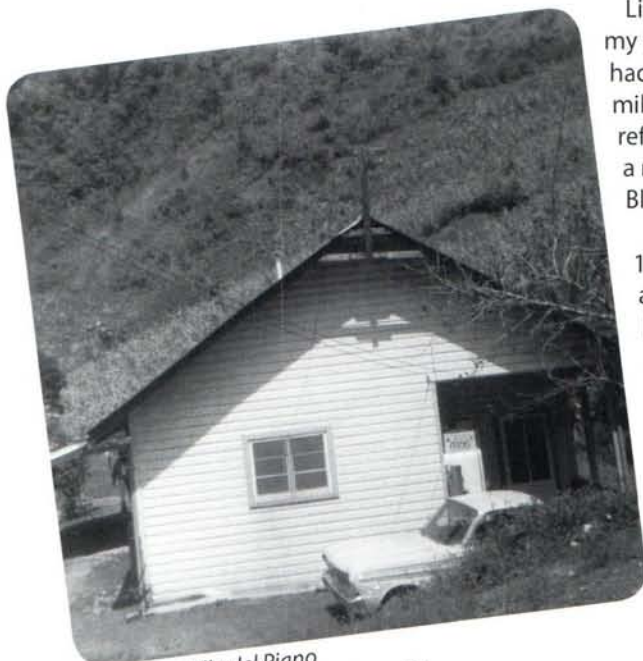
The condition that causes points to fail prematurely, and results in "points bounce" and dwell variations, is worn distributor bushings. I have never had much luck with filing the contacts; if the contact surfaces meet evenly, they will wear evenly and not burn the edges.

That's my 2¢ worth. I also, do not have a cell phone or an auto club card, but I do carry tools and spare parts as well as oil, coolant, brake fluid, etc. And DUCT TAPE!

Falcons Forever,

Skip Goddard (FCA #175)

Tucson, Arizona



Casa Amarilla del Piano
Cachupec, Alta Verapaz, Guatemala
October 24, 1978

Classified Ads (con't)

—Continued from page 7

Runs, but needs some work. \$2500. Also have another 1966 Ranchero for parts. Stan Mitchell, 864-980-6031. SC.



1965 Falcon Ranchero, 302 engine, mild cam, Edelbrock manifold and carb, air conditioning, aluminum radiator, complete msd ignition, power steering and brakes, tachometer and gauges, headers and exhaust, Alpine sound system, Rhino bedliner, new battery, over \$22,000 invested. Sacrifice \$12,000 firm. Ken Smith, 949-387-6110, or kahuna92630@cox.net. So. CA.

1965 Falcon Futura Convertible factory original Rangoon red with red interior, black top V8, 4 speed bench seat with 63,000 miles. No rust, original body panels. \$16,500 OBO. Must sell. Ed, 610-746-3056. PA.

1965 Ford Falcon Futura, two door hardtop, Calypso Green w/ white stripe, 12 yr old paint, rebuilt AOD and V8 289 block w/ 302 rotating assembly and heads, 4BBL, headers, dual exhaust, Crager SS 15" wheels, front disc brakes, 8" rear, digital instruments, \$9500. OBO Call Stacy, 407-414-1818 or email sgau@cfl.rr.com. FL.

1964 Falcon Sprint hardtop. 260, V8, four speed, A/C. Surface rust only, needs restoration, including new left front fender. \$3000. Gene Morgan, 479-750-4263. Springdale, AR.



1964 Falcon Futura Convertible. 302 3-speed on floor. Runs (I have the original.) 260. New Top, new brakes, new tires. Body good in primer, Asking \$8500. Maggie Clark, 931-788-6390 or 931-335-4621. Eastern TN.

1963½ Falcon Sprint Convertible, red exterior and interior, white top. 260 V8 with 4 speed, Hurst shifter. Restored to excellent condition. \$17,500 OBO. Call Mike Hall, 740-606-1901 or mike@spectrumanalytic.com. OH

1963½ Falcon Futura hardtop in primer. New springs under rear, motor overhauled. Needs quarter panels, headliner; new one in box. Bucket seats and console. Has new floor panels, needs tires. \$1000. Roy Whitmoyer, Jr. 570-387-1539. PA.

1963 Ford Falcon Ranchero. San Jose car originally used on an orange grove by original owners in California. The car was brought to Massachusetts at some point but has never seen winter. Solid car with 86,000 original miles, always garaged. Engine and trans.; 170 c.i. 6 cyl. with 2-spd auto. Original sandshell beige with cow-head bench seat. Bed is in unbelievable condition minus a few dings. Tons of paperwork, old registrations, and some Falcon show plaques go with it. Runs and drives great, currently on the road and registered. Just took it back and forth to work this month. This is not a perfect show car but is really in unbelievable shape for its age, and is going to be missed like an old friend. Buyer arranges shipping, or pick up. Appraised at \$9,000, will let go for \$7,500. Call Erik, 508 877-8720 or email snglbrl@yahoo.com. MA.

1963 Ranchero, New floor pans, frame connectors. Solid body, disc brakes front. 5 on 4 1/2 all around. New tires, 170 6 cylinder 3 speed. Runs great. Good glass. Extra doors and bed floor pan. Bed has been covered with aluminum. Bed like new. Cheryl, 612-724-7317 or 612-722-5705. MN.

1963 Sprint Convertible. Red on red, new white top and red interior (not installed). Installed original rebuilt 260 V8. Rock solid body. Tach, much new chrome, too many new parts to list. 4-speed, Hurst shifter. Car about 65% finished. Easy finish to show quality. \$12,900. Wayne Lynn, 864-444-5255. Taylors, SC.

1963 Falcon Sprint Convertible. Production was only 4602 of this unit. 260 cu. in. engine, auto trans, power steering. Chrome Package, and tachometer. \$15,750. Merle Yates, 618-288-9208 or sarah@empowering.com. IL.

1962 "Futura Hotrod." Drive train is '63 V8; 260 V8, headers, Falcon T-10 4 speed, factory shifter, 4 speed column, 8" rear axle, 5 lug brakes and steering; motor runs; needs brakes. Has '62 bucket seats and console; all Futura parts intact. Some driver's floor rust, and back of quarter panels. \$3500. OBO. For detailed pictures call Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

1962 Futura two door. 144, 6 cylinder automatic, 8700 miles completely rebuilt engine. Nicely restored. Runs great. Glass weather stripping needs to be replaced. White, blue interior, bucket seats, console. California deluxe Falcon cover, original sales catalog, and shop manual included. Illinois title. \$4250. Holly, 309-236-2940. For pictures, email nursehollace@hotmail.com. IL.

—Continued on page 11

Hit the Road

in a RESTORED Ford



molded rubber parts
side moldings, emblems
sheet meta, taillights



grilles, chrome die cast parts
mirrors, door handles
electrical parts



Free parts catalogs

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1955-66 Thunderbird / 1960-64 Galaxie
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1965-72 Ford Galaxie-LTD

1932-48 Pickup / 1949-56 Pickup
1957-66 Pickup / 1967-72 Pickup
1973-79 Pickup / 1980-89 Pickup & Bronco
1966-79 Ford Bronco

for a free catalog or to place your order

1-800-476-9653

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4140 Concord Parkway So.,
Concord, NC 28027

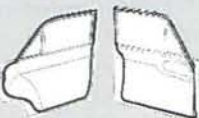


1960-63 Falcon 2 & 4 dr sedan
outside door handles. LH & RH
CODZ-6422404-PR **\$110.00pr**



1960-63 Falcon inside door handle. RH or LH
COAZ-6422600-A **\$20.00ea**

FALCON DOOR SEAL KITS



1960-65 2 dr sdn, wgn, Ranchero
CODZ-6220530-PR **\$95.00pr**

1960-63 4 dr wagon
C1DZ-7120530-SET **\$225.00kit**

1960-65 4 dr sedan
CODZ-7320530-SET **\$180.00kit**

1960-65 4 dr sedan (front doors only)
CODZ-7420530-PR **\$100.00pr**

1960-63 2dr hardtop & convertible
C3DZ-7620530-PR **\$95.00pr**

1966-69 2dr sedan
C60Z-6220530-PR **\$100.00pr**

1966 Ranchero
C6DZ-6620530-PR **\$100.00pr**

Door weather stripping adhesive (3M)
Does approx. 2 doors **\$10.00tube**

FALCON WINDSHIELD SEALS



1960-65 2 & 4 dr sdn, wagon
C0DB-6403110-C **\$65.00**

1963-65 2 dr hrdtp & convertible
C3DZ-6303110-A **\$77.50**

1963-65 convertible windshield post
to door seals
C3DZ-7603198-PR **\$80.00pr**



1960-65 Falcon RH vent window
handle
C30Z-6222916-A **\$20.00**

1960-65 Falcon LH vent window handle
C30Z-6222917-A **\$20.00**

FALCON

1962-63 FALCON rear quarter panel
letter set. Does 1 side.
C2DZ-6240282-SET **\$25.00set**

FALCON REAR WINDOW SEALS



1960-62 2 & 4 dr sedan
C0DB-6442084-A **\$70.00**

1963-65 2 dr hardtop
C3DZ-6342084-B **\$70.00**

1962 2 dr sdn #62C, 1963-65 2 & 4 dr sdn
C2DZ-6242084-A **\$80.00**

1960-65 Ranchero
C60Z-5442084-A **\$50.00**

1966-67 Ranchero
C60Z-544208-A **\$65.00**

1966-67 2 dr sedan
C60Z-624208-A **\$90.00**

1966-67 4 dr sedan
C60Z-5442084-A **\$65.00**

FALCON VENT WINDOW SEALS



1960-65 2 & 4 dr sedan
C0DB-6421448-PR **\$80.00pr**

1963-65 2 dr hardtop & convertible
C3DZ-7621448-PR **\$80.00pr**

1966-70 2 & 4 dr sedan
C60Z-6221448-PR **\$150.00pr**



1960-61 Falcon 2 & 4 dr sdn trunk lid
emblem with chrome bezel
C0DB-6443504-A **\$75.00**



1968-70 Falcon RH vent window handle
C80Z-5422916-B **\$15.00**

1968-70 Falcon LH vent window handle
C80Z-5422917-B **\$15.00**



1964-66 Falcon outside mirror. LH or RH
C5AZ-17696-F **\$80.00**

FALCON SIDE WINDOW ANTI-RATTLE KITS



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windows (8 pieces)
CODZ-6421452-K **\$60.00kit**

1963-65 2 dr sdn, doors and quarter
windows (8 pieces)
C3DZ-622-452-K **\$60.00kit**

1960-62 Ranchero
CODZ-6621452-K **\$50.00kit**

1963-65 Ranchero
C3DZ-6621452-K **\$40.00kit**

FALCON TRUNK LID SEALS



1960-63 all with trunks
C0MB-6443720-C **\$17.50**

1964 and 1967-70 all with trunks
C3AZ-6243720-A **\$17.50**

1965-66 all with trunks
D0AZ-6243720-A **\$27.50**

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Classified Ads (con't)

—Continued from page 9

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

1962 Futura two door. 144 6 cylinder automatic, 8700 miles completely rebuilt engine. Nicely restored. Runs great. Glass weather stripping needs to be replaced. White, blue interior, bucket seats, console. California deluxe Falcon cover,

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original sales catalog, and shop manual included. Illinois title. \$4250. Holly, 309-236-2940, nursehollace@hotmail.com for pictures. Hampton, IL.



1960 Falcon four door Deluxe sedan. This is one of the originals, manufactured in autumn, 1959. A family car since 1965, professionally restored in 1997. Original 6 cylinder 144 engine and automatic transmission have been rebuilt. Black with silver/grey interior. Asking \$12,000. Rick McNelly, 815-885-3749 or rkm-cphd@cs.com. Rockford, IL.

1960 Ranchero 6 cyl., auto, solid body \$2500. 1961 4 door wagon new V8 suspension and brakes, auto very solid, \$3500. 1965 Hardtop V8 auto, nice needs interior, \$4500. 1965 Ranchero, NOS quarters V8 auto, new paint and upholstery, \$5500. Call Al for details and pictures, 615-975-1708. TN.

1963 hardtop V8 auto, new upholstery, \$2800. 1965 Convertible, solid body, Ivy Gold Futura or Yellow/black Sprint, \$3800. Call Dale for details and pictures, 615-289-4748. TN

Falcons Wanted

Falcon wanted: 1960 with VIN number below 105,000, in any condition. Merl Hayn, 574-892-6309 or shaynfamil@aol.com. IN.

—Continued on page 22

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1965 "RACE WAGON"

Detailed Specifications

Engine:

1971 Ford Mexican Block 302: .30 Over, Blueprinted
Balanced, Mild Cam, Windage Tray, Weiand Intake
570 Holley Street Avenger Carb, Stock 5.0 Headers High
Volume Carter Fuel and Mellings Oil Pumps
3 Core Aluminum Radiator, External Trans Cooler

Shift Kit 89 Lincoln AOD

H-Pipe Exhaust, Moser Narrowed 9", 3.89 Richmond
4 Wheel Disc Brakes, Lokar Emergency Set-up
Rod & Custom Motorsports Mustang II Front
Vintage Air Super Duty Demist/Defrost Unit
Addco Rear Sway Bar, Custom Staggered Shocks

Tires: Goodrich

Front: 245/45 x 17 - 17 x 8 " Bullit
Comp T/A KDWS,
Rear: 235/50 x 18; 18 x 9" Replica.
Custom RW - "Race Wagon" Wheel Caps

Top Shortened 6"

2004 T-Bird Rear Lights
Formed Rear Corners, Reversed/Matched Rear Opening
Smoothed/Extended Tailgate
Remote Gas. Door Formed
Upper Door Top: Formed 1966 Ranchero Type Door Surround

Fiberglass Front Fenders, Tear Drop Hood, Aerostar Spoiler
Modified R. Model Falcon Front "Ground Effects"
Narrowed Fiberglass Rear Bumper - Modified 1964 Grille
Dakota Digital Remote Door Release, Power Windows
Custom Dash Panel, Auto Meter Pro-Comp Gauges
Flaming River Tilt Wheel
Emberglow Interior Custom
Door Panels, Headliner, TMI Bolstered 1967 Mustang Bucket
Seats
ACC Carpet Set, Custom Rear Area Carpeting
Sony Xplod CD/AM-FM
6½" Kick Panel Front 220 Watt Pioneer Speakers
6" x 9" Rear Seat 220 Watt Pioneer Speakers

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*Don Hightower
*Bruce Stewart
*Dale Holland
*Larry Fleeman
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Roger Walker and Dave Scandrett of Big Boys Toys
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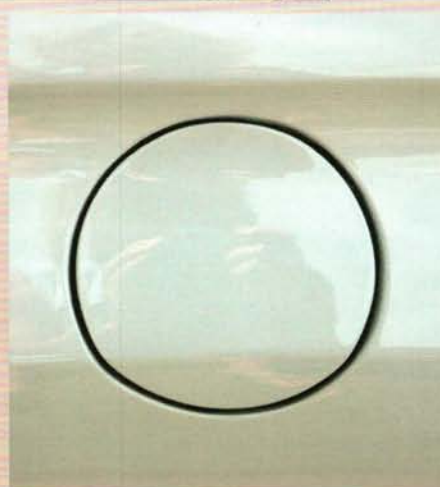
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Phil Eatherton of Hunstville, Alabama gets around in his 1965 Falcon "Race Wagon." As a member of the Music City, Gateway and Carolinas Chapters of the Falcon Club of America, he routinely drives his uniquely customized Falcon to Regional and National Meets, often taking home the Longest Distance Driven Award, along with other awards along the way, like Best Falcon and, in Minneapolis, First in his Modified Utility Class.

Upon close examination, the "Race Wagon" is quite unusual. Phil describes the styling as "Ford-stalgia." There are only five parts on the wagon that are not Ford parts. The racing panel on the dash, the Grant Banjo steering wheel, smoked glass, flat back window, sideways Thunderbird tail lights and the custom interior all add up to make the "Race Wagon" into a lively conver-



—Continued on page 14

—Continued from page 13

sation piece in the parking lot when Phil attends a show. See the full list of custom specifications on page 12.

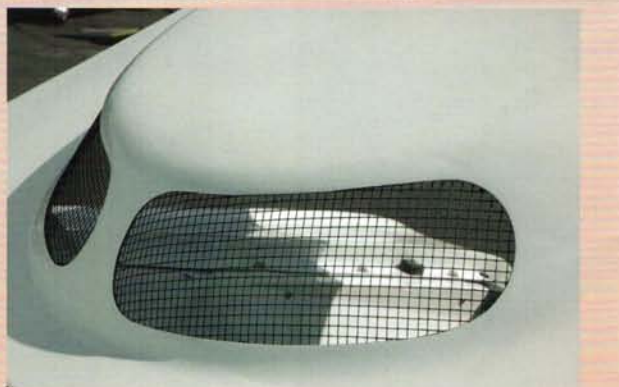
Phil got the wagon from Dale Holland of Tennessee in 1990, and proceeded to make it his own. There were some intervals during the restoration between some of the major components when the work was being done by someone else. He had 3000 miles on the 1971 Ford Mexican block 302 engine in Minnesota and had done some work to improve the air flow over the radiator.

Phil had a 1964 Falcon when he was 16, and the original plan was to get a 1963 convertible for his son, but the son lost interest. Phil describes the beginning of the "Race Wagon" project using Dale's description, "When you drain the swamp to get rid of the alligators, the next thing you know, you're up to your ass in alligators." In other words, these projects have a way of taking on a life of their own. He saw it through to completion and has been driving the "Race Wagon" ever since, to St. Louis, the Bonneville Salt Flats, Charlotte, Nashville and Springfield, to attend car shows and Falcon National and Regional Meets. Phil has been a Falcon Club of America for 20 years, "I joined the club, then I got the car."

The copper interior provides a nice contrast to the pure white of the exterior. All chrome and trim, including door and window handles are removed leaving the "Race Wagon" with a sleek and lean look as it flies down the road.



Phil and his "Race Wagon" on the Minneapolis show field





The 1971 Ford Mexican block 302 powers the "Race Wagon"



Emberglow interior



1964 T-bird tail lights, with a twist!



View from the side



View from the back

This is the tenth in a seventeen part series of Minnesota Moments, a collection of photos and interviews with Falcon owners conducted during the Minneapolis 28th Annual Falcon National Convention in July, 2007. Do you have a story about your Falcon—and you? Send your stories and photos to the Editor at the address on page 6.

—Continued from page 4

be snow deep enough to stop us and passage is safe for all.



Orval's is in Delta, Colorado. There were about 50–60 cars on their lot. The only Falcon of any vintage was ours. Some were in road-ready condition. Some were in need of trailering, some in between.



There were murals on virtually every building with room next to it for viewing. We liked this one the best, almost looks real. Pat is standing so she covers the artist's signature.



Onward and upward toward Gunnison and lunch at the "W" Restaurant, for Western State College. We have learned to stop for fuel first and ask about the best local eatery.



We started our climb toward Monarch Pass and the Continental Divide. Snow started falling and accumulating on the road around 5000–6000 feet elevation.



The sign said seven miles to Monarch Pass summit. At every marker the snow was heavier. We were following a four-wheel drive vehicle and were able to follow in its tire tracks. At the summit, he had pretty much left us in his wake. And the snow was accumulating faster, so we couldn't see his tire tracks. The snow was blowing up the side of the mountain and through the pass obliterating any remaining tire track.

Just about then we couldn't see the front of our white Falcon. A white-out condition. I stopped in the middle of the road for the first time ever. I couldn't see. I looked out the door to the rear, saw a dark 4x4 and waved it around.



Thankfully, he didn't race down the mountain and we were able to follow him to Salida.



Only 14 miles and I was exhausted. We had thought the storm that passed north of Grand Junction would not have caused a white-out condition so far south of Interstate 70. We were determined to find shirts that say "Survived Monarch Pass During White-Out Conditions."



The Falcon was not a happy camper.

If the Falcon could speak, we prayed it would use proper English. We enjoyed the restaurant in Salida for shopping, lemon meringue pie, blackberry cobbler ala mode and coffee. Just as the Falcon had not seen rain before Weatherford, Oklahoma, it had not seen snow since February 2004. We thought we heard it whimper as we entered the restaurant, remembering the slight drop-off on the way down.



OCTOBER 22



Bent's Old Fort is a recreated structure to mimic what it was in the middle 1800s, a giant economic engine. The federal government had made killing buffalo a prime objective to cut off the food supply for the Indians. Fur trading was huge as hunters killed buffalo by the tens of thousands—a not-so-nice bit of information on how the west was won.



Tourists at Bent's Fort, apparently, the resemblance is temporary.

We found this abandoned gas station at the Colorado/Kansas border. Route 50 had been the main east-to-west highway before I-70 was completed north of here and I-40 to the south.



OCTOBER 23



We stopped in Cimarron for, you guessed it, coffee and pie. As we were driving east out of town, we saw an unusual commuter vehicle, more common in Western Kansas than in Mitchell.



The picture doesn't do justice to the amber waves of grain—an ocean of grain. We understand how the sight inspired the lyricist to put the line into *America the Beautiful*.



Front Street in Dodge City has period style buildings, either renovated or built to look old. Boot Hill is behind and

above the building at the far end of Front Street.



We came upon a wind generator farm at Spearville, Kansas that covers approximately 500 acres, each generator covering one acre.



The balance of the acreage remains in use as farmland. The generators are about 260 feet high—about the same height as the Sequoias in Muir Woods—and weigh 34 tons each. An eight mph wind will turn the generators.



Kinsley, Kansas, is the mid-point between New York and San Francisco.

—Continued on page 18

ROUTE 66

IN A 1966 FALCON



Like many small towns, it seems to be withering. Locals are fighting to keep it alive.



There's not much traffic on Route 50 thanks to Interstates 70 and 40.

OCTOBER 24

Ottawa, Kansas has a wonderful downtown, very vibrant. Renovation and upkeep is very evident. Another freeway is being built to bypass Ottawa on a second side. I hope Ottawa

doesn't suffer as other cities have when bypassed by Interstates.



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In Overland Park, Kansas we were searching for a steak house when we saw this sign and stopped for another old gas station photo. The owners came out to ask about our trip. We asked what steakhouse to go to for lunch. Simultaneously, they said, "J Alexander's," and gave us directions.



Overland Park has renovated its theater, too.

On to Sedalia, Missouri where Eddie's was the home of the famous Goober Burger, peanut butter hamburger. Now closed, we didn't sample the menu, maybe we should have.



This eight ball water tower is near Tipton, Missouri.

OCTOBER 25



The used cars are in Gerald, Missouri. They need a lot of work. We expected to see bullet holes in the '30s model.



We came to an intersection with a road sign saying "Old Route 50" and we turned to find this stretch of the old road and an old bridge on the route. Missouri isn't promoting old Route 50 at all. Seems there would be some benefit for local communities as Route 50 was one of the first transcontinental highways.



We were beginning to experience some gorgeous fall color, like this at Jefferson City.

We completed a lap of Southwest US at Times Beach where we found this "66" Sign.



We had stopped there on the way west. Route 50 joins I-44/Route 66 west of Times Beach.

The bridge over the Mississippi River at Alton, Illinois, is truly an engineering marvel and has been featured on PBS's Nova. The supports are lit up at night and have a golden glow.

—Continued on page 32

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DP64X 64-65 Falcon, Ranchero Dash Pad 199.95 each

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1964-65 Rack-n-Pinion Kit

This all new engineered bolt in rack and pinion conversion kit allows you to convert your original sloppy steering to new

modern performance and handling. Mounts to stock ball joints

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'63 - '65 V8 except with A/C

Lower bracket is included.

C3DZ-10732G

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'63 - '65

Lower bracket is not included. Use with clamp C5DZ-10718A.

C3AZ-10764

\$19⁹⁵ ea



'63 - '65

Lower bracket is included. Use with clamp C5AZ-10718A.

C3AZ-10764B

\$24⁹⁵ ea

24F Battery Clamps



Use with tray C3AZ-10764.
C5DZ-10718A

\$4⁹⁵ ea



Use with tray C3AZ-10764B
C5AZ-10718A

\$7⁹⁵ ea



Battery Hold-down J-Bolt for C5AZ-10718A

D0AZ-10756A

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'65.....CDSM65

'66.....CDSM66

'67.....CDSM67

'68.....CDSM68

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Classified Ads (con't)

—Continued from page 11

WANTED: 1964–1965 Falcon, Futura model with trim, prefer a 1965. Prefer V8. Must be automatic. A/C would be nice. Nice driver needing little or no work. Needing paint is OK. Not red or black inside or out, please. Hardtop, convertible or 2 door post. May consider nice 1965 wagon. Will travel in Canada or US reasonable distance from the Toronto, Ontario area. I am just north of Buffalo, NY border. Doug Clare, 519-787-0530 or send email to dougclare@sympatico.ca.

Wanted: 1962 Futura coupe, 1965 2 door HT, or 1967 Sports Coupe, clean driver or original. Six cyl and auto. trans. can be bench or bucket seats, any color but black. No rusted cars. Low miles a plus 70,000 or less. Milt Robar, 256-488-9318 eves. or rbrmil69@netzero.net. AL

1966-67 Falcon Sports Coupe with Factory Air. Chuck, 615-268-3044 cell or chuck@mindspring.com. TN.

Parts Wanted

Original factory aftermarket dash clock for Falcon series. Paul at 253-549-2232 or anui1950@juno.com. WA.

Wanted: Falcon Sprint Tachometer in excellent working condition. Please contact Jeff Schlink with details at 309-212-6528. IL.

For 1966 Falcon Sports Coupe: top trim piece on BOTH rear windows. Tom

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Information Wanted

I need advice on filling the gas tank on my 1963 convertible without spillage around the nozzle. Bob Richmond, 302-429-1906 or send email to robertsrichmond1@verizon.net. DE.

Parts For Sale

For 1964 Falcon two door sedan with 170 engine: 12 volt generator, air cleaner for 170 1 BBL, headliner for two door sedan, console, front sway bar with link kit, new in box; one set of 13 inch spoke hubcaps, factory type; several chrome pieces or moulding for '63 and '64, rubber seal for back windshield, new; many other parts. \$200 for all. Call Wayne Gann, 615-876-2582. TN.

1967 carburetor for 289 2V w/automatic tag # C7DF R, \$50. 1970 302 heads: cast # DOOE, \$100. pr. 1968 302 4V stroked

to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers and stud girdles \$4,800. Much more. Keith Litteken 11394 Revere Ln., St. Louis MO. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Parting out 1965 Falcon 2 door Hardtop Futura. I have owned this car for 17 years. I don't have time or money to restore. I am parting out the complete car, less engine and transmission. I have new rocker panels, floor pans, toe boards, solid fenders and doors, glass, two chrome trim packages, solid front and rear frame rails and torque boxes from a Colorado car ready to install, taillight panel, 9 inch nodular Ford rear end, all interior-black, and trim, lights, two deck lids. Too much to list, please call for details. Everything must go. I can email pictures. Gerald Dalton, 502 417-7959 or 241dalt@bellsouth.net. KY.

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Selling various Falcon parts 1962-65 and also Mustang parts. Too many to list. If interested or need something contact Jeff 813-454-9504 or jfhp66@primerica.com. Local pickup unless buyer pays for shipping. FL.



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1965 Falcon deck lid, good shape, no rust, no dents. \$75. Have fenders and HT doors also. Los Angeles area, local pick up. Doug Kays, 310-505-1084. CA.

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—Continued on page 24

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—Continued from page 23

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Classified ads must be renewed monthly to continue to run. Please use guidelines on page 7 for correct formatting and deadline information. Advertise in The National Falcon News—You will get results!

Calendar of Events

THE GOLDEN GATE CHAPTER 12TH ANNUAL FUN FORD SUNDAY

September 7, 2008 10:00 AM to 3:00 PM for the show, gates open at 8:00 AM for exhibitors Solano County Fairgrounds, 900 Fairgrounds Drive, Vallejo, California 94589 Sponsor: Nor-Cal Ford Club Council Exhibitor Fee: \$20 in advance, \$30.00 at the gate Information: PO Box 6682, Concord, CA 94524-1682 <http://www.funfordsunday.com> Phone: 510-538-7866 This is an interclub event open to all Ford, Lincolns, and Mercurys and the largest such event in northern California. Anniversary cars are 100 years of the Model T, 60 years of the F series trucks and 50 years of the Edsel. It is expected that about 500 cars will be shown. The show benefits various local charities.

8TH CAROLINAS CHAPTER REGIONAL & ALL FORD SHOW.

September 26-27, 2008. Holiday Inn Express Hotel & Suites, 2491 Wonder Drive, Kannapolis, NC. Reservations: 704-743-1080 or 1-800-HOLIDAY. Room rate: \$75., suites \$85., mention FCA. Valve Cover Races at the Regional and a tour of a nearby Roush Racing Shop. More Info: James Baxter, 704-736-1920 or ncfalcon@charter.net. Use the registration form in this issue.

**MORE EVENTS ON THE WEB AT:
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FCA

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A Visit to Our Past...

Today!

By Dick and Linda Harrington

How often do you get to go back and do something that you did as a teenager? Linda (my wife of 37 years) and I got the opportunity to take our 1963 Sprint convertible to a drive-in theater. We had not gone to a drive-in since 1973, when we lived in Ft. Lauderdale, Florida, when we went in our brand new 1973 F250 pickup; they made us park in the back row so we would not block anyone's view.

When we bought our Sprint convertible in August of 2002, the plan was to get to a drive-in theater before they were all gone, but every summer would go by and the trip was never made. Fortunately for us, a member of a local car club and our local cruise-in host got together with the owner of the Unadilla Drive-In Theater and decided to have a cruise-in before the movie. As soon as we saw the flyer, we knew we had to go.

We kept an eye on the weather all week long hoping for a perfect weather day for top down cruising. The weather forecast was for a high of 80 degrees and a 10% chance of rain. Of course, the weather is unpredictable, and it never got above 72 degrees; it was cloudy with scattered showers all around. We were committed and we went with the top down and the heater on. It never did rain.

The Unadilla Drive-In Theater opened in Unadilla, New York in 1956 and has been continuously operated ever since. It is one of three drive-in theaters still operating in New York state. It is currently owned and operated by Eric Wilson. He is the fourth owner. The theater is located between Sidney and Unadilla about two miles off of I-88, exit #11. Unadilla is located in Upstate New York on the western edge of the Catskill Mountains.

Credit for the cruise-in goes to Jack and Cathy Elderkin for the idea and Doug Bush for organization of the show.

Dick Harrington (FCA #12563)
of Delhi, New York
is a frequent contributor to
The National Falcon News.



Linda can't wait to find the perfect spot.



The Sprint shared the row with a couple of nice Mustangs.



The Falcon has a perfect view of the screen. Like all good cruise-ins there was plenty of bench racing to fill the idle time before the show.



The big screen, 90 sheets of 4' x 8' plywood. That's 40' tall and 72' wide.



Skies have cleared nicely! I think we need a Regional nearby. Can you visualize about 100 Falcons lining the rows?



The snack bar, just like we remembered it, the décor was perfectly time period correct for the Falcon.

1961, 1962 and 1963 Falcon Futura

The 1961-1963 Ford Falcon Futura models were easily the most popular of the Big Three's compacts because they were closest to what buyers wanted: simpler and more reliable than Chevrolet's air-cooled rear-engine Corvair, cheaper and less gimmicky than Chrysler's Valiant.

Ford eventually caught up with its competition and gave the 1961, 1962, 1963 Ford Falcon Futura a nicer-looking new convex grille and expanded Futura into a separate series.

Offerings consisted of two and four-door sedans, plus a sharp new convertible with standard power top, front bench seat and the larger six. Prices were still Falcon-affordable: \$2,236 for the basic two-door Futura, and \$2,470 for the ragtop.

Then came another group of midyear "Lively Ones" starring a pretty "slantback" Futura hardtop plus even sportier Futura Sprint convertible and hardtop. Buckets, 6,000-rpm tachometer, simulated wood-rim steering wheel, wire wheel covers, chrome engine and rocker trim.



The Futura was to the Falcon what Manza was to the Corvair: A sporty, dressed-up version of an otherwise plain economy car.

Other features included a heavy-duty suspension and rear axle, free-flow muffler and air cleaner and four-speed floorshift manual transmission were all standard on Sprints, which cost only some \$130 more than their regular Futura counterparts: \$2,320 for the hardtop, \$2,600 for the convertible.

And there was more: a 164-bhp "Challenger V-8," the high-revving, 260-cid "thinwall" unit introduced the previous year with the new mid-size Fairlane. Optionally available for any 1963 Falcon, the V-8 transformed a dowdy grocery-getter into a budget bomb with 0-60 times of just under 12 seconds. Falcon was now a step ahead of Valiant and the orthodox, year-old Chevrolet II, neither of which had anything so potent.

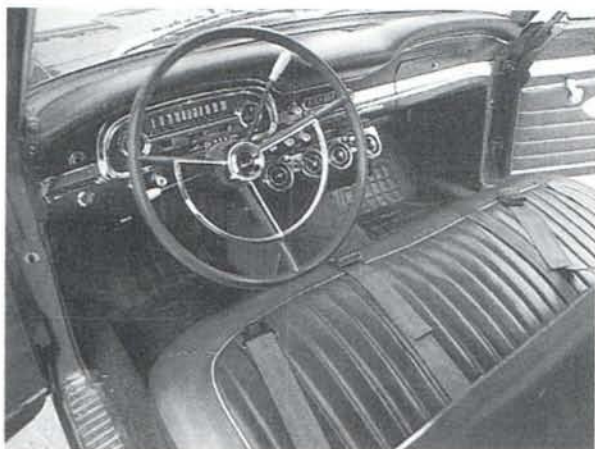
The V-8 was a natural for the Sprint, mak-

ing it as fleet-footed as its name. *Car Life* called the combination "La Petite Sport," praising a high power-to-weight ratio (21 lbs/bhp) and the easy way the engine could exceed its 5,000-rpm redline despite a "choking" two-barrel carburetor.

The V-8, said *Car Life*, was "completely devoid of fussiness, and exhibits a surprising amount of torque from rather ridiculous rpm levels. [It's] much happier in Falcon surroundings than it ever seemed to be in the Fairlane."

Ford knew the V-8 Sprint had the makings of a rally winner, and hired the Holman & Moody shops of stock-car racing fame to modify three hardtops for the 1963 Monte Carlo Rally. Though a Saab was the outright winner, one Sprint captured all the special stages -- a Monte first -- and another won the big-engine class.

An optional 200-bhp 289 V-8 made the 1964 Sprints even livelier, but the package was shortly



Futura interiors were quite sporty -- for a Falcon.

1961, 1962, 1963 Futura Specifications

ENGINES:

ohv I-6, 144.3 (3.50 x 2.50), 85 bhp; ohv I-6, 170 cid (3.50 x 2.94), 101 bhp; ohv V-8, 260 cid (3.80 x 2.87), 174 bhp (optional 1963 Sprint only)

TRANSMISSION:

3/4-speed manual, 2-speed Fordomatic automatic

SUSPENSION FRONT:

upper and lower A-arms, coil springs

SUSPENSION REAR:

live axle on semi-elliptic leaf springs

BRAKES:

front/rear drums

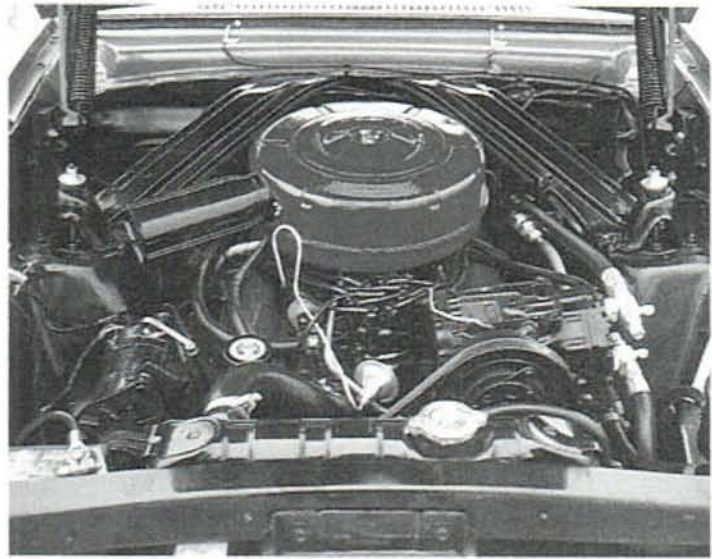
WHEELBASE: 109.5 inches

WEIGHT: 2,322-2,645 lbs.

TOP SPEED):

90-110+ mph

0-60 mph (sec): 12.0-18.0



The Ford Falcon Futura first featured a less-than-impressive 101-bhp engine under the hood, but soon offered a 260-cid, V-8 option.

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rendered redundant by the wildly successful Mustang, a purpose-designed sporty compact. Blockier, more contrived Falcon styling didn't help, and the Sprint vanished after 1965. The Futura name hung on until decade's end, but merely on "luxury" Falcons that weren't all that plush.

V-8 Sprints, ragtops especially, are now far and away the collector's Falcons of choice. Six-cylinder Sprints come next, followed distantly by 1961-1963 Futura two-doors. Happily, all are still just as affordable as they were when new. You can't say that about every American car of the 1960s, great or otherwise.

—Reprinted from howstuffworks.com

I Wonder Where My Old Car Is?

A Legend: Story of a Ranchero

Ever had thoughts like, "What ever happened to that old car of mine?" Or "That Ranchero was a great truck, I wonder who has it now?"

Well this story is exactly that kind of thought come true.

My wife and I own a 1963 Falcon convertible and have for about 10 years now. It is a great looking car, however it is not my Hot Rod to do what I want with; it is our car—that is husband-eze for "it is my wife's car and don't screw it up." So I put out the word that I wanted a Ranchero I could fix up to my standards and have me a daily driver.

Within a month or so I got a call from friend and then President of the Arizona Chapter of the Falcon Club Bill Branch. Bill explained that a club member and good friend of his, Lee Lebhart, had passed away and that Bill ended up with Lee's 1962 Ranchero and was I interested? I explained to Bill that I wanted a truck with all eight cylinders, not one that is a couple cylinders short of a real motor. Bill replied, "You don't understand, this is Lee Lebhart's truck," and went on to explain the story of this little Ranchero.

It seems Lee bought it used around 1965 from an engineering outfit in California. Lee not only loved the little Ford Falcons, he was an excellent mechanic, a Ford expert, and an inventor of go-fast ideals for Falcons. Lee had access to a totaled 1965 GT 350; he removed the HP 289 Motor, the front disc breaks, the shifter, and the side loader, four speed transmission. Can you guess where he put all this stuff?

He also removed the four barrel manifold and carb, and replaced it with three deuces. Lee had also lowered the upper A arm for better handling and cornering; this is in 1965 or '66 way

ahead of the times. There are many stories about the little white Ranchero that was floating, scooting, shooting, flying, racing—pick your verb—around Phoenix in the late 1960s and early 1970s—allow me to summarize all the stories with a short sentence. It was lightning quick, handled very well and stopped on a dime.

One day in 1974, as in the life of all legends, the little Ranchero broke, and Lee moved on to other cars. The Ranchero was parked in his back yard where it sat in the Arizona sun, dust, wind and sand for 30 years, used as a parts car and home for several lizards, mice and snakes.

Fast forward to 2002 and Bill Branch's back yard, with Bill Branch, my wife and myself, all looking at a 1962 very faded Wimbledon White Ford Falcon Ranchero, with home made traction bars, trailer hitch, Falcon camper top, four flat tires, a 289 motor with no manifold or valve covers, weeds growing out of the oil holes, no shifter, no seats and the remains of several deserted rodent homes.

"What do you think?" Bill asks me, "Not sure, looks kind of rough Bill, why don't you fix it up?"

"I have way too many projects and I would like to see you have it" was his reply. Then he came to the big selling point, "We're only talking a couple hundred bucks here".

Bingo, sold. The next weekend I picked up my newest Falcon addition with the help of another friend and his car hauler, took it home and started to work on it.

I started from the bottom up; removing about eight gallons of sand—really! I rebuilt the rear end, front end, drive shaft, disc breaks and engine, replaced

the leaf springs, replaced the seats, steering wheel, radio, wheels, tires, bearings, radiator, and the 4 speed transmission with a C-5 automatic, which was a mistake. I did all the things you would do to get it on the road except paint. I liked the look of an old beater, and you can't believe the room you get in a parking lot or moving down the road, everybody wants to stay away from you. The engine was in great condition after sitting for over 30 years; it just needed to be honed, new rings, bearings, seals and a four barrel manifold with a four barrel carburetor sitting on top of it.

I also replaced the oil pump and the oil pump shaft with a heavy duty shaft—remember this part. Anyway, within about six weeks I had the Ranchero on the road. My wife looked at and said "it looks ratty, are you going to have it painted?" The answer was no and the name fit, so the Ranchero became The Rat.

The Rat was fun to drive with its manual steering, disk brakes, with great handling, and quickness. The C-5 left a little to be desired but I could live with it. I drove it for almost a year as a daily driver; as a go-to-work car, it was great.

One day a guy in a rice burner with fart exhaust thought he would eat up that old beater truck when the light changed—wrong! I was in the right lane he was in the left and as we moved down the road I could see his whole grille in my rear view mirror, the white rodent just went off and left him.

However, then I noticed a problem, the truck did not feel right, so I backed off and started checking the gauges, the speedometer was fine reading about 3/4 scale and dropping, water temperature was fine at about 212 •



degrees, The oil gauge is...WHAT?! No, not zero! Oh hell, pullover, shut it down, turn it off quick before you... Oops—too late! Well I thought I could pull the motor, paint it gray and sell it to the Navy for a boat anchor because that is all it is good for now. Remember that heavy duty oil pump shaft? It broke at the not so heavy part. I towed it home and got ready to start the engine rebuild over when I here about a club member that was selling his 1963½ Ranchero (original V8 car), it was finished, painted, running and looked great. After some investigation and a talk with my tax guy, I found I could give the broken Ranchero to charity and get a tax deduction for blue book value and then buy the finished Ranchero and drive around in style in a finished truck that was also Wimbledon white and an original V8. So that is what

I did. As I watched the Rat being hauled away on that flat bed trailer I thought to my self; there goes a legend that I will never see again. Once again, I was wrong.

Three years later in May 2007 our phone rang, Kathie answered and said, "It's for you some guy about a Ranchero." A young man named Garrett said "I own your old Ranchero and would like to know more about the truck." What? Several questions came to mind, faster than I could ask them.

Garrett and his Father found the Ranchero in a junk yard in north Phoenix waiting to be crushed. So they bought it, took it home and begin to fix it up again. When they found all the trick stuff on it they wanted to know more about the truck, so they did a trace on the title and my name and number came up as the last owner. The truck

was still as I owned it with the exception that someone had changed the color to a soft yellow primer instead of the faded white. Garrett and his Father have installed a 302 cid engine.

Garrett was a senior in high school and drove it to school and then to work every day. He has been over to our house several times to gather as much information as he can about his Ranchero.

Garrett is interested in joining the Arizona chapter of Falcon Club of America so his truck can rejoin the group it started with over 40 years ago when it was just the Arizona Falcon Club.

The legend continues!

—Submitted by Bill Hardin (FCA #10055)

Reprinted from The Desert Flyer,
newsletter of the Arizona Chapter FCA,
Bill Lind, Editor

Feature Falcon

1965 Sprint

I have been a Falcon Club member for approximately 18 years and would like to share some pictures of my Falcon Sprint which I purchased new in 1964.

I recently ran across an old slide and a picture from when the Falcon

was practically new, because you can see a 1955 Plymouth, a 1960 Chevy two door hard top, and a 1956 Ford in the background and my Falcon Sprint with my beautiful wife and daughter in it. This is in front of our first home in Steelton, Pennsylvania, where I was born and raised.

On April 28, 1964 we decided to go to Francis For Fords, a local dealer, to look at the new Fords and possibly buy a new Falcon Futura two door hardtop with a six cylinder engine, but they didn't have any.

After seeing the Sprint, I most likely wouldn't have purchased the Futura anyway.

At that time we had a beautiful 1959 Ford Skyliner two Door hard-top with a black body, white top, Continental kit, fender skirts—it was fully loaded. I loved that car; it was my second Skyliner. I had a 1957 Skyliner which I purchased new; it was black below the chrome with a gold Fairlane strip. The tops of the hood and trunk were red and the roof was black. It also had a Continental kit, fender skirts—loaded.

Just having had a new baby, we realized that it was difficult to put a stroller or anything heavy in the trunk of the Skyliner without scratching the car.

We saw this beautiful black Falcon Sprint; it certainly caught our eyes. We took it for a ride and were so impressed with how well it handled, the way it sounded, the acceleration, and the overall looks. We left that



The Falcon Sprint when new with a 1955 Plymouth, a 1960 Chevy two door hard top, and a 1956 Ford in the background



Original Owner

Rudy Dubravec



Are you the original owner of your Falcon? Send some old and new photos, along with a few paragraphs about the history of you and the car to the Editor at the address on page 6.

evening with it and have had it ever since. We have had a lot of new cars since then, but we still have the Sprint.

We now have had our Falcon almost 44 years, and it has 99,998.4 original miles—it runs great. I haven't touched the engine other than adjusting the valves, the last time I did that was about 25 years ago. I kept everything original, just as we purchased it.

It was repainted, the bumpers re-chromed and the seats have been redone. It has a 260 V8 Engine, automatic transmission, bucket seats and console, padded dash and sun visors, factory tachometer, plus all the chrome package valve covers, oil cap, special tuned chrome air filter, power steering and the chrome top on the oil reservoir.

I love that car; it's always been a pleasure to drive it since it was new.

I go to a lot of car shows and get many requests if I would sell my Falcon or what would I take for it.

It would be like selling part of my family since we have had it so long.

—Submitted by Rudolph E. Dubravec (FCA # 4291)
New Cumberland, Pennsylvania



OCTOBER 26

Jerseyville, Illinois home to Mitchell, Indiana!

We left The Homeridge Bed and Breakfast, owned by friends Sue and Howard Landon, between 11 and noon. If you want a great B&B experience, try the Homeridge, www.homeridge.com.

As I drove onto the highway and accelerated, I said, "It doesn't feel right." Pat agreed. I found a flat right rear tire. At least we weren't running 55-60 on a freeway. We found a driveway and pulled in to change to an almost flat spare tire. Evidently, the spare had a 27-day air supply and this was the 28th day.

While I was changing the flat, Pat called Howard and Sue. Howard came to offer assistance and lead us to the Goodyear dealer in Jerseyville. We were in/out of the tire store within 45 minutes. Not quite NASCAR speed but really quick considering the abrupt nature of our arrival on their doorstep. I forgot to take a picture of the Falcon up on jacks; I thought of this in Litchfield, over, what else? Pie and coffee.



If you look closely, you'll notice the Historic Route 66 sign to the right of the stoplight. We made the trip from St.

Louis to Chicago on Route 66 after the 2008 Nationals in Springfield.

I gave my lounge-lizard version of "Back Home Again in Indiana" as we crossed the Wabash River. When we got to Vincennes, Indiana, we thought we'd stop for supper. We were hungry as most of Vincennes was, it turned out.

We finally got home about 9:45 PM. If we had arrived at 10:45 AM the next morning, the trip would have taken exactly 28 days.

OCTOBER 27

Back home again in Indiana. We thoroughly enjoyed our trip and recommend it to all. To do all there was to do in every city and town along Route 66, Pacific Coast Highway and Route 50 would have taken years. We know we missed many points of interest, but don't regret what we didn't see or do.

We more than thankful to God for guiding us and watching over us. We were in San Diego and along Pacific Coast Highway past Malibu 7-10 days before the fires. The Falcon wouldn't start in Carmel and God sent a hot-rodder as the tow truck driver who

diagnosed the problem and led us to another hot-rodder who bypassed the ballast resistor. We left South Lake Tahoe a day before snow blanketed the area. We missed a storm in Grand Junction by a few hours. We were safely led us over Monarch Pass in a blinding blizzard. We had a flat tire near our friends home and at low speed. We are blessed.

The Falcon was great. Virtually everyone, Pat included, as she admitted somewhere in Nevada, thought I was nuts for wanting to drive the Falcon on the trip. We made it and look forward to more nostalgic trips.

Special thanks to Falcon Club of America members for their suggestions and assistance.

Cliff McKay, Wheat State Chapter
Ben Townsend, Beach Cities Chapter
Dave Peters, Beach Cities Chapter
Marcia Simpson, Central California Chapter

Jim Bycroft, Arizona Chapter
Jim Davis, SCFF Newsletter Editor
Wendy Crosby, Editor,

The National Falcon News



The Morning After: Back Home in Indiana